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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13TH MAY, 1904

SOME interesting remarks on the plans of campaign of the belligerents up north may be gathered from a perusal of the newspapers brought out by the last mail. The European journals have, of course, opportunities, through their representatives, of getting the views of prominent personages—opportunities which are denied to the Far Eastern Press from our very proximity to the seat of war. However, the first article which fixed our attention in the most recent batch of home papers owed its origin to Tokyo, though appearing first in the *Tagblatt* of Berlin. The Tokyo correspondent of that paper says that the Japanese claim to be in possession of Russian secret documents revealing a plan for a sudden attack on Japan which was only frustrated by Japan's even more sudden attack on Port Arthur. The *Tagblatt's* correspondent claims to have learnt "from a well-informed official" (how well we are beginning to know that phrase now!) that Japan's energetic action was due to Russia's plans with regard to Japan, for by prolonging the diplomatic negotiations indefinitely, the Russians hoped to be able to concentrate an immense body of troops along the Yalu, and at the same time to conclude a secret treaty with Corea to allow Russian troops, serving as Korean mercenaries, to be landed at Chemulpo. To protect these "mercenary" Russian warships *Varyag* and *Korietz* were for some time in that harbour. On the 21st February Russia intended to break off the negotiations suddenly, and then to send her Vladivostok fleet to the Tsugaru Straits, so that the Japanese would be com-

pelled to divide their naval strength. Then the Russians wished to land a large force at Chemulpo under the protection of the Port Arthur squadron, while at the same time the troops on the Yalu were to cross and join the Korean and Russian troops at Seoul, so that they could drive the Japanese from Fusan, where they had landed. This was the plan, which according to the *Tagblatt* the Japanese claim fell into the hands of their Government, and which made the Cabinet and the Elder Statesmen, until then undecided, be of one mind with regard to anticipating the Russian Government by striking the first blow. What there is in the story we do not know. We have not seen the claim of the discovery of Russian plans advanced seriously by the Japanese, certainly not officially. It is possible, and that is about all that can be said. But Russia must have anticipated a very easy victory, seeing how the actual course of events since the outbreak of war has betrayed her entire unreadiness for serious fighting.

Another article connected with the war, but treating of Russia's future intentions, appears in the *Petit Parisien*, whose representative at St. Petersburg secured an interview with Admiral Rozhdestvensky, Chief of the Russian Naval Staff and commander of the Baltic Squadron. The Admiral appears to have been very frank, for he admitted that it was not certain that he would ever take that squadron out East. The squadron would be ready by the 15th July, but it had been too hastily concluded that its departure for the Far East was a settled thing. "Who could say that in July the squadron might not be required in the waters of the Baltic?" Admiral Rozhdestvensky asked this question, but supplied no answer. He then went on to say that, in his personal opinion, in September the Navy would have nothing more to do in the Far East. The Japanese would by then have transported to Corea more cannon, ammunition, and projectiles, and provisions in sufficient quantity for a campaign of many months. They had docks to repair the damage done to their ships, and it would be puerile to attempt any longer to deny that they were admirably prepared from that point of view. In a word, they were formidable adversaries, against whom the Russians would have to exert themselves strenuously if they wished to succeed.

The last remark strikes one rather as an anti-climax, but the Admiral intensified it with the ejaculation, "We shall have a hard task to get the better of them!" Then, in reply to the question what should now be done, Admiral Rozhdestvensky exclaimed with much animation:—"We are now doing what remains to be done, we are defending the honour of the flag. It is at a previous stage that another course ought to have been adopted. Attack should have been met by attack, they should have advanced against the enemy, fought to the death—you understand me—with guns, mitrailleuses, with fists, and even with their teeth. It should have been victory or death, but in any case it was indispensable to inflict upon the enemy such loss as to have rendered the landing of troops impossible. Sacrifice the fleet if need be, but, at the same time, deliver a fatal blow to the Japanese naval power. Disembarkation would thus have become impossible. You now understand why it was essential to take the offensive at any cost. Why was it not done? Why have they not made it impossible for 'Togo to renew his attempt?' It cannot be denied that the Russian Admiral spoke like a gallant man. But his plan of warfare, if plan we can call it, has been rendered impracticable, as far as naval affairs are concerned, within a very few weeks of his enunciation of it. Whether it would not have been the soundest line of policy at the beginning may well be doubted. But would even Admiral Rozhdestvensky be prepared to use the Baltic fleet in the manner suggested, provided it could be brought out to Far Eastern waters? We do not think so.

Lieut. G. B. Hobart, 2nd Battalion York and Lancaster Regiment, has been specially selected for service with the Chinese Regiment at Weihaiwei.

Capt. H. H. F. Stockley, R.M.L.I., has been appointed *aide-de-camp* to Sir John Anderson, Governor and Commander-in-Chief Straits Settlements.

The Admiralty have cancelled the orders for the *Wivern* to be sold, and have directed her to be fitted as a workshop for repairing torpedo-boat destroyers on the China Station.

Sir John Keane, Private Secretary to H.E. Sir Henry Blake here and at Colombo, has contributed an article to the *Times of Ceylon* on "How Formosa Oolongs are made," based on his personal observations in Formosa.

Two more fatal Chinese plague cases were reported yesterday, one at Kowloon City and one in Des Vaux Road Central.

Sir W. G. Armstrong, Whitworth & Co., shipbuilders, of Elswick, Newcastle-on-Tyne, are, it is announced, contracting largely to replace the Russian fleet after the war.

The Colonial Secretary's Office notifies that a telegram has been received from the Colonial Secretary at Singapore to the following effect:—"Hongkong declared to be infected on account of bubonic plague."

The mortality returns for Singapore for the week ended the 30th April show a ratio per 1,000 of population of 47.89. Fever was responsible for 53 deaths, beriberi for 30, and phthisis 28. Five Europeans died, and no Eurasians, out of 227 deaths.

On Wednesday evening a cry of "Man overboard" was heard on a Star Ferry boat, causing all the upper-deck passengers to run to the after-rail. It was a false alarm, however—a Chinese lower-deck passenger had lost a chicken. It may be remarked, while on the subject, that a "Star" was once stopped to pick up a dog.

The following gem of a telegram escaped our attention in a Manila paper until we saw it in a Shanghai exchange:—"Kronstadt, 23rd April.—Several Japanese submarine torpedo-boats are reported to have been sighted in the Baltic Sea near the entrance to the Gulf of Finland. It is supposed their mission is the destruction of Russian's Baltic fleet. Their appearance has created considerable excitement and speculation."

Two residents on the upper levels send us the following letter:—"Can you help us through your valuable columns to abate the nuisance which is created by the pumping-engine put up on Garden Road just below the filter-beds? There is, night and day, a dense yellow smoke issuing from the chimney, which, according to the direction of the wind, is a great annoyance to all the neighbouring residences. The pump may be a temporary necessity, but the dirty smoke will be due to the quality of the fuel."

When the Dallas Company was here last, before its visit to Shanghai, the last performance took place on the anniversary of the wedding of Mr. and Mrs. Vallance (Miss Bertha Hunter), and in honour of the occasion a collection was raised, at the suggestion of Messrs. C. C. St. Clair and Pengelly, to send to *Pearson's Weekly* as a contribution to Mr. Frank Condon's "Fresh Air Fund" for giving London school-children a holiday. Mr. St. Clair has now received a letter from Mr. E. Kessall, Hon. Sec. of the Fresh Air Fund, gratefully acknowledging the receipt of the contribution, and stating that it will be made use of very shortly.

The first practical witness likely to come into Court with regard to the true merits of the Japanese "Shimose" explosive is the hull of the *Varyag*, when raised from her temporary grave in Chemulpo harbour. The damage she suffered from her opponent will be clearly visible, and, as the guns that sunk her and the number of projectiles fired will be well known, experts will have a trustworthy basis of comparison. But it will probably be long before these details are fully known to the public. All such matters are carefully concealed, the Japanese having no mind to take the world into their secrets at this stage of the war.

According to a circumstantial despatch printed by the *Stampa*, of Turin, from its correspondent at Shanghai, who gathered it in quarters favourable to Russia, the early naval successes of the Japanese have all been obtained by the treachery of Admiral Alexieff's valet—a Japanese in whom the Viceroy had complete confidence. This man, it is stated, succeeded in procuring not only a detailed plan of Port Arthur, but also a copy of the plan of mobilisation and of the Admiral's private telegraphic code. Provided with these documents, the Japanese were able to take their measures with full knowledge of the enemy's dispositions.

Interest has been aroused in Hongkong, says the *Manila Times*, by letters received from Manila by certain parties there to the effect that considerable quantities of gold have been discovered in Mindanao. This has given rise to the statement that gold was discovered in these islands over sixty years ago by a company of British prospectors who requested the Spanish Governor-General to grant them a franchise. This he was willing to do if guaranteed 90 per cent. of the profits, the company to support a resident Spanish overseer to watch the interest of the Spanish Government. As a result every member of the company left by the next passenger vessel for England, and so long as the Spanish continued to hold the islands no further attempt was made by them to search for gold.

It is of interest to note how "Empire Day"—the 24th inst.—will be kept by some at home. The education committees of five English county councils and of four boroughs have undertaken that the 24th May shall be kept as Empire Day in the schools under their control. This is referred to by Mr. Lyttelton, the Colonial Secretary, in the course of a reply to a letter from the Earl of Meath, the founder of the Empire Day movement. "It shows," comments Mr. Lyttelton, "that the idea is now making progress at home as it already has done in the Colonies." In his capacity as Colonial Secretary, however, Mr. Lyttelton declines to make a speech upon the subject, though he expresses sympathy with the movement. "I see," he says, "that Mr. Chamberlain, while sympathising with the proposal, was not prepared to take any decided step until Empire Day had been generally established in Great Britain."

It is to be regretted that the police apparently make no effort to check the imposition of beachcombers soliciting for money on Queen's Road itself. The unshorn and generally unkempt, but distinctly able-bodied individuals who stop passers-by with some such remark as "Excuse me, but you're an Englishman"—and proceed to ask for pecuniary help, are an unmitigated nuisance.

In addition to the railway programme sanctioned for Burma, the Lieutenant-Governor, Sir Hugh Barnes, has now suggested to the Government of India the immediate construction of a Southern Shan States railway. It would be a narrow gauge line from the Mandalay railway to Tanngyri, a distance of 112 miles, costing 68 lakhs (£453,333). The line would open up a fertile region suitable for European planting and mining enterprise. The project is warmly supported by the mercantile community at Rangoon.

The King has approved the appointment of Sir Charles Anthony King-Harman, K.C.M.G., Governor of Sierra Leone, to be his Majesty's High Commissioner in Cyprus, in succession to Sir William Frederick Haynes-Smith, K.C.M.G., whose term of office will shortly expire. Sir Charles King-Harman, who was born in 1851, and educated at Cheltenham and Trinity College, Cambridge, has been Governor of Sierra Leone since 1900, prior to which he was for three years Administrator of St. Lucia. He has also served in the Bahamas, Barbados, and Mauritius, besides having had considerable experience of Cyprus itself. He was created K.C.M.G. in 1900.

With regard to the appointment of Mr. T. P. Carls as Consul for French Indo-China, to reside at Hanoi, this, as we intimated yesterday, an entirely new post in the Far Eastern Consular Service. Up to the present there has never been any Consular representative of Great Britain north of Saigon, in Cambodia, hitherto the most important port in French Indo-China. But the construction of a railway from Hanoi up the Red River Valley towards Yunnan and the upper waters of the Yangtze, gives the town great commercial consequence, and it was essential, therefore, to place some British official there to look after our trading interests.

Among those who left for Japan by the *Empress* boat on Wednesday was Mr. Alleyne Ireland, who has only made a brief stay in Hongkong this time. We shall publish in tomorrow's issue his second article on the Straits Settlements, one of the series of "Studies of Administration in the Tropics" in the *London Times*. Mr. Ireland has now dealt with the British section of the group of colonies which he has been studying. He will now devote himself to the colonies of other nations, beginning with the Philippines, his study on which may be written during his stay in Japan. We look for something startling on administrative methods in the new possession of the United States.

Much the same advice as the Prince of Wales brought back with him as a result of his Colonial tour was given by Mr. Ames, the representative of the Montreal Board of Trade, who last month discoursed to the Chamber of Commerce on our trade with Canada. The British manufacturer must wake up if he is to derive the full advantage of the preference given by the Dominion government. Mr. Ames told of a Canadian enter who, at the time of the Coronation, could not get an English firm to produce knives bearing portraits of the King and Queen. He went to Germany, where the order was accepted with alacrity. The result was that tens of thousands of German-made knives, bearing portraits of their Majesties, were sold all over Canada, from the Atlantic to the Pacific.

A Calcutta despatch dated the 27th April says:—"Yesterday a representative of the Grand Lama of Tashichumpo came from Shigatse to intercede with the British Commissioner on behalf of the Gyantse monastery on which a fine had been imposed on account of the monks having participated in the action of the 10th instant. In view of the serious action of the monks in taking up arms, the Commissioner refused to remit more than half the fine. To-day messengers arrived from Dharms Raja of Bhutan, with presents and a despatch to the British Commissioner. The Raja congratulates the Commissioner on his recent successes and states that he has written to the Dalai Lama urging him to assume a reasonable attitude."

By kind permission of Lt.-Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner to-night (weather permitting):—
March—"The Stars and Stripes for Ever" Sousa
Overture—"Zampa"..... Herold
Selection—"The Rose of Persia"..... Sullivan
Cornet Solo—"Edison Aladdin"..... Thomas
Selection—"Cavalleria Rusticana"..... Mascagni
Waltz—"The Belle of New York"..... Kerker
Japanese Dance..... Clayton Thomas
"God Save the King."

MENU.
Hors d'Oeuvres
Anchovy on Toast.
JOINT.
Ox Tail.
FISH.
Boiled Fish and Oyster Sauce.
ENTREES.
Grilled Lamb Chop and Julienne Potatoes.
Roasted Chicken. Quail au Potage.
ROAST.
Roast Sirloin of Beef. Roast Turkey.
Cold Ham.
CURED.
Shrimp.
SALAD.
A la Germanoise.
VEGETABLES.
Boiled Potatoes. Roast Potatoes.
Baked Tomatoes. Stewed Onions.
SWEETS.
Plum Pudding. Cream Meringue.
Strawberry Ice Cream. Finger Cakes.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

PORT ARTHUR RAILWAY
ALLEGED STILL OPEN.

LONDON, 11th May, 10.35 a.m.

Viceroy Alexieff reports to St. Petersburg that the railway has been restored to Port Arthur.

The capture of Dalny is denied.

FIGHTING NEAR LIAOYANG—
JAPANESE VICTORIOUS.

LONDON, 11th May, 10.35 a.m.

Two battles have taken place south of Liao-yang. It is reported that the Russians have been defeated and are retreating.

RUSSIAN RESERVES.

LONDON, 11th May, 10.35 a.m.

100,000 of the Moscow Reserves are leaving for Manchuria.

REUTER'S SERVICE.

JAPAN'S OBJECT IN THE WAR.

LONDON, 10th May.

The Japanese statesman, Mr. Suematsu, at an interview with Reuter's representative, declared that Japan's first and chief aim was to push back Russia as far as possible. Russia would never be allowed the least political or territorial hold on Corea, whose future status would be that of a Japanese Egypt. Some form of a buffer-state, under Chinese sovereignty, would possibly be created in Manchuria. Japan would regard any breach of China's neutrality as a calamity, the chief danger of which was Russia, who was doing things to irritate China. Mr. Suematsu said in conclusion that, no matter what the Japanese successes might be, her policy is to ensure the absolute freedom to all Powers in the Far East, and no Occidental Power need have the slightest anxiety that Japan is likely to suffer from "a swelled head."

THE JAPANESE LOAN.

LONDON, 10th May.

The Japanese Loan of £5,000,000 has been fully underwritten in New York at 93½, and is quoted at 3 per cent. premium.

THE PORT ARTHUR RAILWAY.

LONDON, 10th May.

A telegram from Admiral Alexieff to the Tsar states that railway communication with Port Arthur was restored on Monday night.

COLLISION IN THE HARBOUR.

A collision occurred in the Southern Fairway, off the Harbour Office, at about 3.45 p.m. yesterday afternoon. A Chinese waterboat bumped against the bow of the Hongkong, Canton, and Macao a.s. *Hankow*, passing along right under the paddle-box. Luckily the steamer's engines were stopped before contact with the paddle. As it was, the waterboat—a ten-ton craft—broke her gunwale and was otherwise badly damaged. Dock Launch No. 5, with Mr. Blythe on board, steamed to the vicinity to offer what assistance she could. By this time mast, sails, and other things, including ducks and fowl, were in the water. There were some fears that the waterboat would sink, but she kept afloat. She was towed away by the launch and beached. The *Hankow* sustained little or no damage.

HONGKONG VOLUNTEERS.

ON LEAVE.

Lieut. W. A. Crane left for home on six months' leave of absence by the s.s. *Empress of Japan*.

PARADES.

Artillery units parade at Head Quarters at 5.30 p.m. on Tuesday, 17th inst., for 15-pr. B. L. gun drill. Sergt. Bartolome, E.G.A., will attend.

All Units parade at Head Quarters at 5.30 p.m. on Friday, 20th inst., for Infantry drill. Sergt. Turton, 1st S.F., will attend.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 11.30 a.m. The barometer has risen in North and Central China and fallen in Japan and the Loochee Islands, elsewhere the changes are slight.

The depression, referred to on the 9th et seq. has moved Eastward and would appear to be central over the northern part of Korea. Gradients are slight on the China Coast and light variable winds will be experienced in the Formosa Channel and the northern part of the China Sea.

Forecast:—Light S. winds; cloudy, fair.

NAVAL NOTES.

H.M.S. "ECLIPSE."

The cruiser *Eclipse* arrived from Weihaiwei at 9 p.m. on the 11th. She left Weihaiwei on the 4th inst. Miss Bay 11th inst. She experienced fine weather.

H.M.S. "SIRIUS."

The cruiser *Sirius* left port yesterday. H.M.S. "HUMBER."

The storeship *Humber* arrived from Miss Bay yesterday morning.

FLEET UP THE COAST.

It is reported that five or six British warships are at Amoy.

GUNNERY EXPERTS.

News from the United States Asiatic fleet in the north is to the effect that the monitor *Monadnock* made excellent showing at the annual target and gunnery practice which was held at the entrance to Blackwall Pass, Lu Chan archipelago. Notwithstanding adverse weather conditions splendid marksmanship was displayed by the gunners. The statistics have not yet been prepared, but it is said they will show the highest average of hits yet scored at target practice by the *Monadnock*.

THE GERMAN FLEET.

The following is the official statement of German warships which are to be in commission during 1904:—"For the summer half-year the first fighting line will be formed by the battleships *Kaiser Wilhelm II.*, *Kaiser Friedrich III.*, *Kaiser Wilhelm der Grosse*, *Kaiser Karl der Grosse*, *Moellendorf*, *Wettin*, *Zähringen*, and *Wittelsbach*, and the coast defence ships *Hildebrand*, *Beowulf*, *Frithjof*, and *Odin*. The *Hildebrand* and *Beowulf* will be paid off in September, and after the manoeuvres the *Frithjof* and *Odin* will be withdrawn for other duties. The places of the four coast defence ships will be taken by the *Braunschweig*, *Elsass*, *Worth*, and *Weissenburg*. The first will be commissioned in August, the second in October, and the last two on September 27. The cruiser divisions will consist of the armoured cruisers *Prinz Heinrich* and *Prinz Friedrich Karl*, and the protected cruisers *Amazon*, *Ariadne*, *Medusa*, *Frankenloeb*, *Niobe*, and *Aconia*. The *Amazon* will be withdrawn for other service in May, and the *Hamburg* will replace one of the other protected cruisers. The t.g.b.s. *Blitz* and *Pyralis* and two t.b.s. will act as tenders to the fleet. There will be no change in the disposition of the ships on foreign stations, or of training, gunnery, and special service vessels, save that the battleship *Schwaben* will replace, on April 13, the harbour ship *Neptun* for the purposes of torpedo experiments, and the protected cruiser *Nymphen* and a large and small t.b. will be paid off on September 30. In addition to the battleships *Schwaben*, *Braunschweig*, and *Elsass* and the small cruiser *Hamburg* mentioned above, the small cruisers *Bremen*, *Lubeck* (just launched), and *Berlin*, and the large t.b.s. *S120* to *S125* will complete their trials during the year.

THE FRENCH SQUADRON.

The *Petit Var* spent most month that the French torpedo depot ship *Foudre* had undergone inspection at Cherbourg, where she had gone to ship two submarines for transportation to the Far East. It was found that she needed repairs, chiefly of her boilers, which would take about a month. In addition to the submarines *Ignis* and *Protee*, she will take out four small t.b.s. In a second voyage she will take out the submarine *Porpo* and four t.b.s. from Toulon, and in a third voyage the submarines *Ladon* and *Nautile*, with four more t.b.s. from Cherbourg. Thus in the course of about nine months the mobile defence at Saigon will be increased by six submarines and 12 t.b.s.

CORRESPONDENCE.

THE NATIONAL ANTHEM OF JAPAN.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the translations of the National Anthem of Japan printed in the *Daily Press* this morning, it may be of interest to mention that the late Sir Edwin Arnold furnished what is perhaps the best English version of this Anthem, which has been rightly described as venerable for its antiquity as a musical as well as a literary composition. Sir Edwin Arnold's version runs:—

May our Lord's dominion last
Till a thousand years have passed,
Twice four thousand times o'er-told!
Firm as changeless rock, earth-rooted,
Moss of ages uncomparted
Grow upon it, green and old!

H.

THE PLAGUE IN BOMBAY.

A Bombay despatch, dated 22nd April, says:—"Now that plague has begun to decline, it is going down with a run. Last week there was a further drop in the total mortality from 1,346 to 1,197, and in plague deaths from 811 to 633. In the fortnight, the general death-rate has fallen by 600 and the plague mortality by 500. This for the middle of April is an exceedingly satisfactory hygienic position. Last year at this time, the city was nearly twice as unhealthy as it is now, and the average figures for the past five years are 500 above the present record. So far, the course of the disease has given no justification for the belief that the epidemic, because it was late in starting, would be prolonged unduly late into the hot weather. Judged from the present indications, the epidemic reached its apogee at the normal period and is declining with something more than normal rapidity."

BANKS

THE
YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND..... " 9,320,000

HEAD OFFICE—YOKOHAMA.

ROBINSON PIANO Co. LD.

INVITE INSPECTION OF SOME
SPECIALLY FINE
SAMPLES OF
UPRIGHT PIANOS

RACHALS.

STUART. & C.

AND

BABY GRANDS

BY WINKELMANN

(ESTAB. 1837)

THEY ARE ONLY 5 FEET LONG,
OCCUPYING THE SPACE OF A
COTTAGE, BUT WITH THE FINE
APPEARANCE AND TONE OF A
FULL GRAND.

Hongkong, 13th May, 1904.

THE JOB PRINTING DEPARTMENT OF THE "HONGKONG DAILY PRESS"

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AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
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A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTAB-
LISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

SCIENTIFIC MISCELLANY.

FEELING MUSIC—THE MOON'S SURFACE—
STEALING AS A DISEASE—DEATH OF THE
ELEMENTS—EARLY EXPLOSIVES—WATER
POWER AT THE DEAD SEA—MURDER BY
HYPOKRYSM—MAN'S MODERN SERVANT—
LIGHT FROM A MAGNET.

The vibrochord, or music-feeling machine, of
Mr. Fred. H. Brown, an American electrician,
consists of an induction-coil arranged to trans-
form the vibrations of a piano or other instru-
ment into electric pulsations, and transmit them
through the human body. Wires lead from the
musical instrument to the coil, while wires from
the coil are held in the hands, the whole resting
on a metallic plate. The waves of harmony thrill
the entire body; the difference in tones is very
perceptible, even when thick walls cut off all
sound, and favorites produce more agreeable
sensations than those whose sound is not pleasing
to the ear. Music-feeling, claimed to have great
healing value, is now prescribed for insomnia,
rheumatism, nervous prostration, and many
other ailments.

From recent photographs the craters and
craterlets of the moon are estimated to number
more than 200,000, but less than a million.
White patches in some craters and the bright
lines radiating in some cases hundreds of miles
are thought by Prof. Pickering to be due to
snow, and the less conspicuous lunar canals,
which gradually appear, increase, and fade
away in the lunar day, are attributed by the
same authority to vegetation. A thin atmo-
sphere of carbonic-acid and water vapour may feed
the plants.

Kleptomania has been placed by a French
physician in the list of diseases, under the
name of "magasinitis." He records that 80 per
cent of the patients are women, and that 9 out
of 10 are well-to-do or wealthy. Recovered goods
are often unused, almost always uninjured.

Sir Hiram Maxim and others are said to have
found that non-magnetic metals may be separated
by rapidly drawing a series of electro-magnets
past the metallic dust. Copper, for example, is
attracted by the electric current set up.

The new world to which the radio-active sub-
stances have introduced us is yet one of mystery
and doubt. In a recent English lecture, Mr.
P. Solly pointed out that more than 99 per
cent of the energy given off by radium is re-
presented by the Alpha rays, but that the three
kinds of radiation all excite fluorescence in cer-
tain substances, affect the photographic plate,
and ionize or electrify air and other gases. The
Alpha rays, though having a velocity of 20,000
miles a second, are easily stopped, as by a sheet
of paper or an inch or two of air. The radio-
active substances themselves appear to be dis-
integrating, the heavy atoms being explosively
reduced to lighter ones, temporary substances
marking different stages of change, and giving
rise to instable elements which have been
named "metabolons." The life of these tempo-
rary elements varies. One thorium emanation
changes character in about 87 seconds; that of
radium, exciting radio-activity lasts 43
minutes, a similar emanation from thorium,
16 hours; the ordinary radium emanation, 5
days, 8 hours; the thorium X rays, 5 days, 19
hours; uranium X, about 4 weeks; radium itself,
1,300 years; uranium and thorium, 10,000
million years. It is inferred that uranium,
with the heaviest atomic weight known, is
slowly breaking up, producing radium, actinium,
and polonium as transition forms. The atoms
of ordinary chemistry seem to have reached a
stable condition and are those of longest life
but it is assumed that even these are but
temporary halting places in the evolution of
matter from heavier to lighter forms. Whether
this decay of matter is being offset by repair—
that is, whether condensation of atoms is still in
progress as in the beginning of the universe—is
a question still beyond the power of science
to answer.

Gunpowder is traced by Dr. Richard Garnett,
to the fifth century, though usually assigned to
the fourteenth. Olympiodorus records that
Libanus, an Asiatic magician, brought the
secret to Constantine in A.D. 421 for destroying
the barbarians, but when Libanus was
subsequently put to death for league with the
Evil One the secret perished with him.

The demand for industrial power is leading
to remote and unexpected places and to un-
expected methods. The scheme of the French
engineers to obtain some 50,000 horse-power
from water falling into the Dead Sea is based
on the fact that the level of that body is more
than 1,500 feet lower than that of the Mediter-
ranean and Red Seas, and on the probability
that the enormous evaporation—6,000,000 tons
a day—would prevent any appreciable rise in
level from water turned into the depressed
basin. Of three projected routes for a canal to
supply the water, it is believed the cheapest
would be one starting at Akaba, in the Red
Sea, and passing through the desert of Wady-
el-Jebel.

It appears to be probable that hypnotism can
stop a person's heart and thus cause death.
A. Jonnet, a French investigator of the subject,
reports that he has increased and diminished the
number of a man's pulse-beats at will, and
as far as he could go in either direction with
safety. It is proven, therefore, that the circula-
tion is seriously affected, even if it is not quite
certain that the heart can be stopped.

Electricity plays many parts on the Baltic,
the new White Star liner. An electric collision
prevention registers even the beats of the screw.
Of an unseen steamer, another electric device
shows the proper burning of the ship's lights,
an electric log gives the speed, an electric lead
indicates the depth of the water, and one electric

apparatus registers all signals including steam
signals. Food needs are served by electric
refrigeration as well as electric cooking.

The magnet has been shown by C. Gutton,
a French physicist, to cause a brightening of
phosphorescent zinc sulphide similar to that
produced by N-rays. It seems to be capable
of giving this effect only where the lines of
magnetic force are not parallel, but no explana-
tion is given.

AMERICAN GOLF INVASION.

American golfers are to make a determined
onslaught on the British championships this
year, says the *Daily Chronicle's* New York
correspondent, and for the first time the United
States will be represented in both the ladies'
and the amateur championships. The first
departure was that of Miss Mabel B. Higgins,
the winner of many championships here, and a
player of recognised ability who will participate
in the play at Troon, Scotland, during the first
week in May. For the amateur championship at
Sandwich we are sending over several of our
best, including Walter J. Travis, E. M.
Beyers, F. Oden Horstman, and John Moller-
jun. These players will sail in the latter part
of April, not together, since they go as
individuals, and not as a team, but on different
steamships. Travis particularly is counted upon
to give a good account of himself.

Miss Higgins is small, but makes up for her
lack of height by using a long club, and a
with which she gets such good results that the
long game is her strongest point. In February
she won the women's championship of Southern
Florida, at Palm Beach, and established the
women's record for that course. She is a member
of the Midlothian Club of Chicago, and has
taken part in many tournaments, and has
invariably played good golf, although not
always a winner.

Travis, who is now holder of the American
amateur championship for the third time, is
unquestionably the best golfer America has
developed. When he was about three years
ago he visited the course at Sandwich, among
others, and liked it better than any course
abroad, except Prestwick. The distances are
about the same as those at Garlton, City, which
may be termed his home course. Beyers was
twice runner-up in the amateur championships,
and added to his fame by winning the tourna-
ment last fall at Ekwanok, from a field that
included the Oxford and Cambridge players.
In the final he beat Norman Hunter, who had
previously defeated Travis.

HOW MEN HAVE MISSED MAKING FORTUNES.

It is astounding how many men may every-
where be found who are discontented—who feel
instinctively that they were born for better
things; who in some way, they scarce know how,
have allowed life's golden opportunities to pass
them by, failing to achieve what they believe
might have been, nay should have been, theirs.
No one can point to any definite defect in them,
yet they have failed.

Why have they failed?
The expert observer the cause is very
obvious. Success is achieved only by energy,
and energy is what they lack.

Now, energy, whether of the hand or the
head, is produced by food. A starved man can
neither dig the ground properly nor think out
a matter clearly.

Has a man, therefore, in order to become
energetic, merely to be supplied with good food?
No; unfortunately the case is not so simple
as that. The food that he eats must do its work
properly; must make rich, pure blood, and repair
the waste which is continually taking place in
his system. Food can only do this when the
digestive organs are in perfect working order.

In persons whose digestion is impaired, food
stagnates, creates gases in the stomach, and not
only fails to properly sustain them but aggra-
vates their complaint and poisons the system.

It is just here where Mother Seigel's Curative
Syrup comes in. It is the one thing that cures
indigestion, and all the numerous maladies of
which it is the parent, and in that way may be
regarded as an unrivalled source to energy.

"When in 'Jasmania' four years ago I was
attacked by a serious illness," says Mr. Bowden,
of 23, Fring Street, Woolloomooloo, Sydney,
N.S.W., "I could neither eat, sleep, nor rest.

A doctor whom I consulted said I was suffering
from dyspepsia, and gave me some medicine,
which pitched me up for a while; but I was
soon as bad as ever again. Another doctor
attended me for two months; but I received no
benefit from his treatment, nor at the hospital
where I afterwards went. My appetite almost
ceased, and the little I ate disagreed with me.

I became dull and languid, and everything was
a trouble to me. Accepting the advice of a
friend to try Mother Seigel's Syrup, these
troubles soon disappeared. After a few doses,
I felt better than I had done for months past.

By the time I had taken five bottles I was
restored to health and energy."

Just so. That is precisely the effect that
Mother Seigel's Curative Syrup produces. Not
only does that medicine eradicate disease; it
promotes health and energy, those absolutely
indispensable qualities in all who are called upon
to fight life's battle. It is a purely natural
tonic, composed of fruits, roots, and herbs,
containing no mineral substance whatever. For
thirty-five years it has occupied the first place
among all medicines whatsoever; and evidence
as to its curative power is constantly forth-
coming from the sixteen principal countries of
the world.

Indigestion and biliousness are what some
medical authorities term "root diseases"; that
is to say, if these complaints are neglected, they
develop into others even more serious. More
often than not, medicines supposed to be re-
medies are at first resorted to. Sometimes these
are persevered with for considerable periods,
resulting in loss of time and needless suffering,
besides rendering the subsequent cure by
Mother Seigel's Syrup more difficult. In these
circumstances Mr. Bowden is to be congrat-
ulated on having his attention so early directed
to Mother Seigel's Syrup, and upon the happy
result of his use of it.

Many a man who is poor to-day would be
wealthy had he not been held down by ill-
health. But there is bright hope for all such
when once they clearly understand why they
are so, and how they may unloose their bonds.

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TO LET

TO LET—FURNISHED.

NO. 4, KNUTSFORD TERRACE,
Kowloon.
Electric Power laid on, Share Tennis Court.
Apply to—
Care of *Daily Press* Office.
Hongkong, 11th May, 1904. [1227]

Shamoon, Canton.
ONE or more FURNISHED ROOMS, in
excellent situation.
Apply to—
X. X.
Care of *Daily Press* Office.
Hongkong, 25th February, 1904. [582]

TO LET,
THREE FIRST-CLASS SHOPS,
European Style, in Kowloon.
Possession on or about 31st August, 1905.
Moderate Rentals.
No. 5, SALISBURY AVENUE, and No. 8
AUSTIN AVENUE, with Immediate Posses-
sion.
Apply to—
HUMPHREYS' ESTATE & PIN-
ANCE CO., LD.
Hongkong, 29th March, 1904. [915]

FURNISHED HOUSE, Kowloon, with
Tennis Court.
OFFICES, CENTRAL POSITION.
And others to suit various requirements.
S. A. SETH.
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 28th March, 1904. [73]

TO LET.
"BRACKENKNOVE," No. 35, Conduit
Road, Six Rooms and Garden.
Possession from 1st May. "C."
Apply to—
Care of No. 9, Bellios Terrace.
Hongkong, 15th February, 1904. [519]

TO LET (Immediate Possession).
NO. 11, GAGE STREET, Eight Rooms
and Godown.
Apply to—
C. F. DE CARVALHO,
Care of Hongkong Bank.
Hongkong, 4th May, 1904. [1148]

TO LET.
"THE EYRIE" (PEAK).
No. 3, CAMERON VILLAS, Peak.
"ALEXANDRA" BUILDINGS, Rooms
on the Top Floor.
Nos. 15 & 17, MOSQUE JUNCTION.
Nos. 11, 13 & 21, BELLIOS TERRACE.
"WESTWARD HO," Top Floor only.
No. 1, BEACONSFIELD ARCADE
(whole house), facing Parade Ground. Cheap
Rental.
Apply to—
Linstead & Davis.
Hongkong, 10th May, 1904. [397]

TO LET.
LARGE AIRY ROOMS, suitable for
Offices, in Des Vaux Road Central.
Two Rooms from 1st May, 1904, and One Room
from 1st June, 1904.
For Terms, apply to—
A. G. I. S.,
Care of *Daily Press* Office.
Hongkong, 28th April, 1904. [1119]

TO LET.
2ND and 3RD FLOORS, No. 35, QUEEN'S
ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET.
GODOWN, No. 32A, PRAYA EAST.
Nos. 15, 17 & 19, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 5th March, 1904. [430]

TO LET.
NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET.
NO. 1, RIFON TERRACE (in FLATS).
No. 4, RIFON TERRACE.
No. 17, WONG-NEI-CHONG ROAD
facing Race-course.
FLATS in MORETON TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near Blake Pier).
GODOWNS, PRAYA EAST.
"ROSENEATH," KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 6th April, 1904. [75]

TO LET.
NO. 2, CONDUIT ROAD. Possession
from 16th May next.
Also
No. 2, LEIGHTON HILL ROAD, nearly
opposite the Football Club Ground. 4 Large
Rooms, all facing the Road. Very Low
Rental. Possession from 1st June next.
Apply to—
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 28th April, 1904. [1120]

TO LET.
NO. 11, KNUTSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 26th April, 1904. [1097]

TO LET.
ONE SPACIOUS NEW GODOWN,
very suitable for Dry Goods.
Apply to—
W. LISAUGHT,
153, Wanchai Road.
Hongkong, 3rd December, 1903. [76]

TO LET

Immediate Possession—for 18 months.
"LEIGHTON," the PEAK.
Apply to—
JEBSEN & CO.
Hongkong, 27th April, 1904. [1107]

OFFICE TO LET.
FLOOR To Let in Connaught Road,
Central. Suitable for Small Office.
Apply to—
P. Q. R.,
Care of *Daily Press* Office.
Hongkong, 12th May, 1904. [1235]

TO LET.
FIRST-CLASS FURNISHED ROOMS,
with or without Board, close to Post
Office and Banks.
Apply to—
N. N. 38,
Care of *Daily Press* Office.
Hongkong, 10th May, 1904. [1211]

TO LET.
AT SEAVIEW S.E. No. 3 POLICE STATION.
ROOM FURNISHED or UNFURNISHED.
ED, with Bathroom and Gas. Good View
of Harbour, Gardens, &c.
Apply to—
Mrs. F. G. ALLEN,
Seaview, Wanchai Gap Road.
Hongkong, 14th April, 1904. [100]

TO LET.
NO. 9, PEDDER'S HILL, as Annex to
the Hotel America, now most elegantly
furnished. Rooms with or without board.
Monthly Boarders accepted. "C."
Hongkong, 20th April, 1904. [105]

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [78]

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision, Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Maddison Road
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
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Apply to Mrs. MATHER,
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Hongkong, 1st January, 1892.

FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903.

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2, Pedder's Hill.
Hongkong, 1st January, 1892.

FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903.

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HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING
THE LARGEST MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS,
Hongkong, 31st July, 1903. [1166]
NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents.
At Sale at
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Mr. EDWARD EVANS, Missionary Items, Book
Room, 1, Quinson Gardens, Shanghai.
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Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Poochow;
Messrs. H. BLOW & Co., Tientsin;
Messrs. HOBBS & Co., "Seoul Press," Seoul;
"NAGASAKI PRESS," Osaka, Nagasaki;
"KORE CHRONICLE," Oversea, Kobe
Monthly Boarders accepted. "C."
Hongkong, 20th April, 1904. [105]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE GUILLED SHOT in
all Sizes, Nos. 10 to 55SSG. AIR GUNS and
AMMUNITION in Variety.
WM. WELLS & CO.
Hongkong, 28th November, 1902

BUDWEISER BEER

EXTRA PALE LAGER BEER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

"This Beer is brewed of best Saaz Hops and
finest Barley Malt only, and warranted not
to contain Chemicals in any form.
The Beer is sterilised after being bottled, and
full matured ages insures its fine condition in any
climate. Beautifully bright, seductively sparkling,
and perfectly pure."

Sole Agents,
Hongkong, 25th July, 1903. [45]

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OF THE FAR EAST \$10.00
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VIA LADYSMITH, WITH A
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PROVINCE OF SHANTUNG: its
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SHIPPING.

ARRIVALS.	
May 11, ECLIPSE, British cruiser, 5,080, R. H. S. Stokes, Mian Bay 11th May.	
May 11, SACHSEN, German str., 3,119, R. Pesch, Hamburg 31st March and Singapore 7th May, Mails and General—MELCHERS & Co.	
May 12, BERGHEUS, Norwegian str., 2,344, F. N. Snowdon, Mian Bay 11th May, Coal—BRADLEY & Co.	
May 12, CHANGSHA, British str., 1,163, S. Moore, Australia via Manila and Sydney 14th March, General—BUTTERFIELD & SWIRE.	
May 12, HANCOI, French str., 739, P. Merlees, Haiphong 7th May and Hoihow 11th, Rice and General—A. R. MARTY.	
May 12, KANBO, French str., 411, Barvay, Saigon 7th May, Rice—CHINESE.	
May 12, KANGU, British str., 1,421, Baddeley, Tientsin via Chong 6th May, General and Mails—BUTTERFIELD & SWIRE.	
May 12, KOWLOON, German str., 2,326, II. Stahr, Chinkiang 7th May, General—SILVERMAN & Co.	
May 12, PAKMAN, German str., 2,084, A. Jenker, Bangkok 3rd May, Rice—BUTTERFIELD & SWIRE.	
May 12, PUNDA, British str., 2,156, C. Willis, Singapore 7th May, General—JARDINE, MATHESON & Co.	
May 12, TITANIA, British str., 2,184, Remnant, Barry Dock 24th March and Singapore 2nd May, Coal—DODWELL & Co., Ltd.	
May 12, TWE, Norwegian str., 1,418, D. L. Danholm, Hongkong 9th May, Coal—EAST ASIATIC TRADING CO.	

CLEARANCES.

At the Harbour Master's Office.
12th May.
An Pha, British str., for Anoy.
Artemisia, German str., for Hamburg.
Jacob Diederichsen, German str., for Hoihow.
Kowloon, Chinese str., for Shanghai.
Mathilde, German str., for Swatow.
Nigretia, British str., for Moji.
Tyr, Norwegian str., for Canton.

DEPARTURES.

12th May.
BREID, Norwegian str., for Saigon.
CHUYEN, Chinese str., for Canton.
COPIC, British str., for San Francisco.
FORMOSA, British str., for London.
ISORIA, Italian str., for Bombay.
LYEEMOON, German str., for Shanghai.
MAHARAJA, British str., for Kobe.
OCAMO, British str., for Shanghai.
SACHSEN, German str., for Shanghai.
TANGLIN, British str., for Bangkok.

VESSELS IN DOCK.

12th May.
ABERDEEN DOCKS—H. I. G. M. S. Moore, Adamant, Adelaide, U.S. Monterey, Hin-sang, H.M.S. Jaws, Petchon, Tak Hing, CORMORANT DOCK.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"AUSTRALIEN."

Captain Veron, will be despatched for the above ports on or about MONDAY, the 16th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.

Hongkong, 10th May, 1904.

FOR MANILA (DIRECT).

THE American Steamship
"BINONDO."

Captain D. Adams, will be despatched as above TO-MORROW, the 14th inst., at 10 A.M.
For Freight, apply to
BARRETT & CO., Agents.

Hongkong, 11th May, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MAELLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904, at 1 P.M., the Company's Steamship "POLYNESIE," Captain Le Coispeiller, with Mails, Passengers, Specie and Cargo, will leave this Port for MAELLES via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Maelles, and accepted in transit through Maelles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.

Hongkong, 6th May, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"RAS ISSA," will be despatched for the above port on THURSDAY, the 26th May.

For Freight, apply to
SHEWAN, TOMES & CO., General Agents.

Hongkong, 26th April, 1904.

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst., 6th Noon.
LONDON & ANTWERP	ALCINOUS	Brit. str.	.....	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	.....	BUTTERFIELD & SWIRE	7th June.
BREMEN, VIA PORTS OF CALL	AGAMEMNON	Brit. str.	.....	BUTTERFIELD & SWIRE	21st June.
MARSEILLES, &c. VIA PORTS OF CALL	POLYNESIE	French str.	Le Coispeiller	MESSAGERIES MARITIMES	17th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	BATERN	Ger. str.	Formas	MELCHERS & Co.	25th inst., at Noon.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINE	31st inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINE	14th June.
TRIESTE, &c. VIA SINGAPORE, &c.	SEGOVIA	Ger. str.	Forch	HAMBURG-AMERIKA LINE	28th June.
GENOA, MARSEILLES & LIVERPOOL	NURNBERG	Ger. str.	Rassevich	SANDER, WIELER & Co.	20th inst., P.M.
NEW YORK, VIA SUEZ CANAL	M. BACQUEHEM	Aus. str.	.....	BUTTERFIELD & SWIRE	18th inst.
NEW YORK, VIA SUEZ CANAL	ACHILLES	Brit. str.	.....	STANDARD OIL CO.	17th inst.
NEW YORK, VIA SUEZ CANAL	BREIZ HUEL	Brit. str.	.....	SHEWAN, TOMES & Co.	26th inst.
NEW YORK, VIA SUEZ CANAL	RAS ISSA	Brit. str.	.....	DODWELL & Co., Ltd.	About 3rd June.
VANCOUVER, VIA SHANGHAI, &c.	SATSUMA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	21st inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	.....	BUTTERFIELD & SWIRE	17th inst.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	E. OF CHINA	Brit. str.	.....	DODWELL & Co., LIMITED	21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	CALCHAS	Brit. str.	W. M. Smith	PORTLAND & ASIATIC CO.	14th June.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Schmidt	GIBB, LIVINGSTON & Co.	15th inst., D'Light.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	Holms	BUTTERFIELD & SWIRE	2nd June.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	.....	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	C. F. Lockstone	CHINA COM. S.S. CO.	21st inst., at 4 P.M.
SHANGHAI	LOTHIAN	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	FOOCHOW	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	WAMPON	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	WIENHIN	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	AUSTRALIEN	French str.	Verron	MESSAGERIES MARITIMES	About 16th inst.
SHANGHAI	COROMANDEL	Brit. str.	C. R. Longden	P. & O. S. N. Co.	About 20th inst.
SHANGHAI	SINGAN	Brit. str.	.....	BUTTERFIELD & SWIRE	17th inst.
SHANGHAI	TRUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	25th inst., 10 A.M.
SHANGHAI	M. STRUYE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
SHANGHAI	FRITHJOFF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	22nd inst., 10 A.M.
SHANGHAI	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	18th inst., 9 A.M.
SHANGHAI	HAITAN	Brit. str.	Rosch	DONALD LAPHAM & Co.	18th inst.
SHANGHAI	KANSU	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow, 10 A.M.
SHANGHAI	BINONDO	Am. str.	D. Adams	BARRETT & Co.	To-morrow, 10 A.M.
SHANGHAI	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & Co.	15th inst., D'Light.
SHANGHAI	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & Co.	18th inst.
SHANGHAI	KAIFONG	Brit. str.	.....	BUTTERFIELD & SWIRE	21st inst., 10 A.M.
SHANGHAI	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & Co.	About 8th June.
SHANGHAI	TREMONTE	Brit. str.	T. W. Garlick	DODWELL & Co., Ltd.	17th inst.
SHANGHAI	WUCHANG	Brit. str.	.....	BUTTERFIELD & SWIRE	17th inst.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"EMPIRE."

Captain Helms, will be despatched for the above port on SUNDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE."

Captain Helms, will be despatched for the above ports on SUNDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
PIUMES AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"MARQUIS BACQUEHEM."

Captain Raskevich, will be despatched as above on FRIDAY, the 20th inst., P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 2nd May, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS OF SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SATSUMA" 2nd June.
"RICHMOND CASTLE" 15th June.
"ST. FILLANS" 30th June.
"LOWTHER CASTLE" 31st July.

For Freight and further information, apply to
DODWELL & CO., LTD., Agents.

Hongkong, 9th May, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ECLIPSE, British 4-m. barque, J. McBryde—Standard Oil Co.
LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 17th May. Freight.
STRASSBURG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 31st May. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th June. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 28th June. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

13

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS.	LEAVING
TAMUI, VIA SWATOW AND AMOY	"M. STRUYE" SUNDAY, 15th May, at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"TRITON" WEDNESDAY, 18th May, at 10 A.M.
TAMUI, VIA SWATOW AND AMOY	"FRITHJOFF" SUNDAY, 22nd May, at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"TRUMPH" WEDNESDAY, 25th May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 11th May, 1904.

T. ARIMA, Manager

15

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

RUBI	2540	R. W. Almond	Manila direct.	Sat., 14th May, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 21st May, 10 A.M.
PERLA	1980	A. H. Nottley	.....	.....

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th May, 1904.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

YOKOHAMA, VIA SHANGHAI	CEYLON	About 20th May	Freight and Passage.
HAI, MOJI and KOBE (Passing through the Inland Sea)	C. F. Lockstone, R.N.R.	.....	.....
SHANGHAI	COROMANDEL	About 20th May	Freight and Passage.
LONDON, &c.	CHUSAN	Noon, 21st May	See Special Advertisement.
	W. H. Palmer, R.N.R.	.....	.....

For further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 12th May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARAGONIA"	5,198	Schmidt	June 14th, 1904.
"NUMANTIA"	4,370	Wagner	July 14th, 1904.
"NICOMEDIA"	4,370	Wagner	August 14th, 1904.
"ARABIA"	4,483	Bahlo	September 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.

Hongkong, 3rd May, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

STEAMER. TONS. CAPTAIN. SAILING DATE.

SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONTE	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONTE	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONTE 9,606 tons. T. W. Garlick About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONTE" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 30th April, 1904.

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